



Montana's Safe Routes to School Application

Mail Completed Applications to:

Safe Routes to School Coordinator c/o Rail, Transit & Planning Division Montana Department of Transportation P.O. Box 201001 Helena, MT 59620-1001

Application Deadline: December 31, 2007



General Information

project scope/purpose.

1. Project Sponsor: The sponsor is the entity applying for Safe Routes to School (SRTS) funds to be used to pay for all or part of the project. The sponsor must be the person with budget-setting authority. The named person is generally a mayor, county commissioner, director, school superintendent, etc. Local governments are encouraged to use their SRTS funds to supplement CTEP bicycle and pedestrian infrastructure projects within two miles of a school serving K-8th grade. The address and telephone number should be that of the sponsoring agency office. Contracts will be sent to project sponsor.

Sponsor: City of Shelby, M	ontana
Name/Title:	
Address:	
Phone:	E-mail Address
	oplicant name provided is the project manager/contact. his person on project information and reporting.
Name	
Address:	
Phone:	E-mail Address:
	ect name will be used to identify this project in all

this name many be modified slightly to fit the project name structure used by MDT. Please keep this project name brief. The name should reflect the school name and

Project Name: School District #14 Safe Routes to School

Brief Project Description:

4 Project Location

The mission and goal of School District #14 Safe Joutes to School program is to provide the engineering, education, encouragement, enforcement and evaluation tools necessary to create safe routes for children to walk or bike to school in Shelby. By phasing in infrastructure improvements along the routes to the schools, the program will provide safe paths for the children of the community to walk and bike. At the same time, the SRTS program will sustain an education program that brings public awareness to the safety issues; encourages safety while walking, biking and driving; promotes healthy physical activity for all children; enforces the safety laws and provides a means to evaluate the success and effectiveness of the program in order to further improve it.

In its second year, the School District #14 Safe Routes to School program will seek to sustain the educational campaign established; continue Walk n' Wheel days and celebration of International Walk to School Day; expand the walking program within Health Enhancement classes; and conduct projects and programs promoting pedestrian and bicycle safety. The program will also seek funding to continue the phases of infrastructure improvements along arterial streets leading to the Shelby School complex.

T. I Tojout Loudium				
City:	32			
County(ies):	4			
School District:		*	· · ·	44. 8
School(s):				
School District Superintende	ent:			

Please provide the following information for each school affected by the project:

(K-5, 6-8, etc.)	Population	School? Yes/No
7-8 & 9-12	91 in 7-8 th grades 183 in 9-12 th grades	Yes
K-6	260 students	Yes
	7-8 & 9-12	7-8 & 9-12 91 in 7-8 th grades 183 in 9-12 th grades

^{*}Note: Must have a school-wide Title 1 Program

Project Scope

Goal 1: Design and construct infrastruct	ture improvements along the routes to the
school complex.	
Objective 1 A · Construct missing sidewalk	on Prairie Street

Objective 1A: Construct missing sidewalk on Prairie Street

leading to the school complex.

Objective 1B: Purchase and install median crosswalk signs for Oilfield Avenue.

Goal 2: Provide and sustain public awareness and safety education.

Objective 2A: Publish safety information in local newspaper and public service announcements on the radio.

Objective 2B: Include safety information in School District #14 newsletter and publish city-wide newsletter reinforcing safety education; offer health information and encourage healthy physical activity.

Objective 2C: Host specific projects and programs to further educate children on pedestrian and bike safety.

Goal 3: Promote healthy physical activity for all children.

Objective 3A: Continue Walk n' Wheel Wednesdays to encourage walking and biking to school.

Objective 3B: Purchase pedometers to continue the "million steps" physical activity program for elementary students.

Objective 3C: Host the International Walk to School Day.

Goal 4: Foster the cooperation of law enforcement.

Objective 4A: Include law enforcement in Task Force; establish school visits with programming to educate students on rules, laws and enforcement issues.

Goal 5: Effectively evaluate the program to further improve it.

Objective 5A: Conduct surveys and teacher tallies in the fall and spring to evaluate effectiveness of program and seek input from school staff, students and parents.

II. Requirements:

Applicants must provide information on the following requirements to be eligible for SRTS non-infrastructure projects. Please provide an appropriate attachment to address the following:

1. The application must include a budget and budget narrative.

Please provide an overall project budget and budget narrative including the costs of individual elements of the proposed project. (fill out non-infrastructure budget at the bottom of Section A). Minimum project budget is \$1,500.

A budget is included in Section A, Part V.

2. A participant must commit to submitting a before-and-after evaluation of the effort as well as progress reports on a quarterly basis.

The School District #14 Safe Routes to School Program will continue to submit before-and-after evaluation of our efforts and quarterly progress reports.

Please provide a project timeline starting July 1, 2008 (Attachment 1A). Funds must be spent within two years of the award. The project timeline must demonstrate how the funds will be spent within two years of award. Also describe how you intend to conduct this assessment and measure progress.

A timeline is included in Attachment 1A.

3. All traffic education and enforcement activities must take place within approximately two miles of a primary or middle school(s) serving kindergarten thought 8th grade.

If any education or enforcement activities will take place off school grounds, please identify the locations in relation to the school on a map.

All traffic education and enforcement activities has taken place within two miles of the school complex and will continue to do so.

4. The application must include a map of the school area and/or pictures of school or safety issues being addressed. (Attachment 2A)

A map of the school area and picture of the school and arterial streets are included in Attachment 2A.

5. The project must address some or all of the following Es: education, encouragement, enforcement, and evaluation.

Describe current activities specifically targeted toward education, encouragement, enforcement, and evaluation activities. What additional activities will this project provide?

The Safe Routes to School Task Force has initiated a comprehensive education campaign. A school safety campaign was inaugurated with public service announcements through the local radio station and newspaper prior to the first

days of school. The School District newsletter and City of Shelby newsletter were sent to every household further identifying safety issues, encouraging walking and biking for health and including surveys for evaluation measures. A Walk n' Wheel Program was also initiated by Task Force members creating walking school buses from various parts of the community each Wednesday to encourage physical activity and assure parents of their children's safety in walking to school. Shelby Key Club members also sponsored the 2nd Annual International Walk to School Day with prizes and entertainment for those students walking or biking to school that day. The Task Force estimated over 120 children participated in the event. A program entitled "Operation Lifesaver" was also presented to the elementary students to visit with children on train safety as well as a visit from local law enforcement. Pedometers have also been purchased to create a "million steps" program for Health Enhancement classes to encourage health and fitness.

New funding would sustain the yearly education campaign; purchase additional pedometers; and finance prizes and give-aways for upcoming projects and programs offering pedestrian and bike safety information and encouraging physical activity.

6. Submit information on the specific school(s) targeted by the project.

Describe the geographic area from which the school derives students and its enrollment.

A general map and sketch plan is included in Attachment 2A

- 7. Please provide a list of partners on your SRTS project team. (Attachment 3A)

 A list of partners on our SRTS project team is included as Attachment 3A.
- 8. Describe the public involvement efforts for this project.
 Included in 4A are the minutes from Safe Routes to School Task Force meetings, School and City newsletters, media materials, and School District #14 Trustee meeting. By accessing the different media outlets, we believe we are reaching all populations groups including those disadvantaged.
- 9. ADA Compliance Is the project in compliance with the Americans with Disabilities Act (ADA) in that it accommodates those with disabilities and does not exclude them from its benefits?

See ADA guidelines at www.mdt.mt.gov/pubinvolve/saferoutes or call 1-877-935-7233 (Attachment 5A)

The City of Shelby is committed to follow all ADA guidelines. Under Section 15.04.015 and 15.04.070 of the Shelby Municipal Code, the City follows building codes and accessibility rules to provide for all citizens. The proposed project is in compliance with the Americans with Disabilities Act (ADA). Please see the letter from city planner, Jim Yeagley included as Attachment 5A.

- 10. Include a letter of support from the school district. (Attachment 6A)

 A letter of support is included in Attachment 6A.
- 11. Applicants must be a state, local, or regional agency, including school districts and nonprofit organizations in Montana. If the applying organization is a nonprofit, please include the 501(c)3 number.

 The School District #14 Safe Routes to School Task Force is a partnership of local government and school district in providing a program for the benefit of the community of Shelby and therefore eligible for application.

III. Project Information

1. How will project success/effectiveness be measured or evaluated?

Through the use of surveys and teacher tally sheets establishing base numbers and end-of—the year follow up, the Safe Routes to School Task Force will be able to evaluate the project success/effectiveness. The ultimate success of the program will be measured in the increased number of students walking and biking safely to school and decrease in incidents involving children walking and biking to school. Task Force members will also seek input from students, school staff, law enforcement, parents and citizens in the effectiveness of the program and seek direction for further projects and programs to promote safe, healthy alternatives for children in route to school.

2. Has an assessment been completed for the school or is the project identified in a community-developed assessment or plan? What safety issue does the project address from the assessment?

A walkability assessment was completed during the first International Walk to School event in 2006. The City of Shelby was also very fortunate to have the expertise and insight of national walkability expertise visit our community and further identify significant threats to safety. Top priority within the assessment was the need for walkways along Oilfield Avenue. This priority has been addressed in the recent completion of bike paths along Oilfield through a Montana Department of Transportation/CTEP project. Further identified were the walkways approaching the school complex. Numerous sections of streets approaching the schools are missing sidewalks. Work also needs to be completed to improve the handicapped radius' and alley aprons along these streets.

Safe Routes to School funding was awarded for a portion of the project, which will be completed in the spring, but the City and School District hope to further develop these sidewalks in a second phase of SRTS funding.

Along with infrastructure improvements, education, enforcement, evaluation and encouragement is critical to develop a comprehensive SRTS program. Initial assessments and community opinion surveys revealed the lack of knowledge children, as well as drivers have in regard to safety in route to school. Non-use of crosswalks, traffic rules violations, and general lack of safety information were evident by observation of assessment participants and noted within the original

walkability assessment. Education and awareness are first priorities for the Task Force.

3. Does the project close a gap in education, enforcement, encouragement, or evaluation related to walking and bicycling safety in the vicinity of the school? Does it enhance an existing program/project?

The Safe Routes to School Program is the first comprehensive program which addresses walking and biking safely around the vicinity of the school complex. Some education is presented to the children through the school system. Shelby Elementary does include a walking/biking safety section through Health Enhancement classes during the month of September. With the initiation of the Safe Routes to School Program this year and infrastructure improvements planned for this spring, we are closing the gap in educating, enforcing, encouraging and evaluating a safe walking/biking program for the benefit of the community.

The Task Force believes a sustained program to educate, enforce, encourage and evaluate while making infrastructure improvements will be critical in the mission and goal in creating a safe path for our children.

4. How is the community committed to educate, encourage, and enforce safety for children walking or bicycling to school? What programs are in place? How does this project fit into that commitment?

The City of Shelby took the first steps in bringing the community together in forming the Safe Routes to School Task Force charged with the mission of establishing an infrastructure and non-infrastructure program to create safer paths for our children in routes to school. The Task Force includes educators, school administration, public safety, city personnel, medical staff and parent organization representatives. Through the commitment of task force members several projects have been set in motion to educate, encourage and enforce safety for our children walking and bicycling to school.

The Safe Routes to School Task Force has initiated a comprehensive education campaign. A school safety campaign was inaugurated with public service announcements through the local radio station and newspaper prior to the first days of school. The School District newsletter and City of Shelby newsletter were sent to every household further identifying safety issues, encouraging walking and biking for health and including surveys for evaluation measures. A Walk n' Wheel Program was also initiated by Task Force members creating walking school buses from various parts of the community each Wednesday to encourage physical activity and assure parents of their children's safety in walking to school. Shelby Key Club members also sponsored the 2nd Annual International Walk to School Day with prizes and entertainment for those students walking or biking to school that day. The Task Force estimates over 120 children participated in the event.

Programs were also presented to bring law enforcement into the schools to visit with children as well as a train safety program entitled "Operation Lifesaver.

Pedometers have also been purchased to create a "million steps" program for Health Enhancement classes to encourage health and fitness.

New funding would sustain the yearly education campaign; purchase additional pedometers; and finance prizes and give-aways for projects and programs of pedestrian and bike safety and encouraging physical activity.

5. Does this project address a documented bicycle/pedestrian safety issue?

The City of Shelby and School District #14 have been very fortunate in that no incidents have been reported recently in regard to bicycle/pedestrian safety in routes to school, yet issues remain in concern for safety for our children. Safety issues have been documented through the walkability assessments conducted during the first International Walk to School Day in 2006. Task force members, law enforcement and those adults taking part in the walking school buses have also expressed their concerns and offered input to address the ongoing safety issues.

Additional SRTS funding would sustain the current program initiated while also enhancing the program to include additional educational programs and projects.

6. How many students are expected to be impacted by the project?

Shelby Elementary School has a student population of 260 kindergarten through sixth grade students. There are 91 seventh and eighth grade students and 183 ninth through twelfth grade students in the Shelby Junior/Senior High School. Both schools are part of the school complex located on Valley Street in Shelby. The School District #14 Safe Routes to School program will affect 351 lower grade students and potentially a portion of the 183 high school students who walk or bike to school.

7. Is the project targeting an individual school, school district, or a city or county?

The School District #14 Safe Routes to School program will be directed to all of the City of Shelby in enhancing the community effort to create a safer, healthier community for our children now and for generations to come.

8. Is this project addressing or enhancing a SRTS or CTEP infrastructure project?

The SRTS programming will enhance the recently completed Oilfield path CTEP project and SRTS infrastructure projects planned for this spring. Much effort has already been done to educate people on the safe pathways created on Oilfield Avenue and much is more to do as the infrastructure projects are completed this spring on the arterial streets leading to the school complex. Public awareness is always crucial when making structural changes within the community.

IV. Additional Project Information

1. Describe how you plan to keep the Safe Routes to School Program active in your community.

With the success of our first year creating the Safe Routes to School Task Force and projects accomplished, sustainability will be easily accomplished. The City of Shelby has made the commitment through the office of the Community Economic Development Director to keep the program active, initiate yearly projects and continue to work toward a safer and healthier community for our children. As well, the program will remain active through the commitment of School District #14 administration and staff; Toole County Sheriff's office: Marias Medical Center; and the community at-large. The mission and goal of the SRTS Task Force will be to continue to educate, encourage, enforce and evaluate a safety program through public awareness, safety programs, incentives and enforcement efforts. Task Force members will continue to meet on a regular basis to seek input, assess current programs, develop new educational projects and evaluate the progress of the effort. Funding for the ongoing costs of the program will be contributed through the partnership with the City, School District and Sheriff's office. The City will also seek private investment in the program if funding is needed for a particular project or program.

V. Non-Infrastructure Budget

Show the total estimated project costs. If there is no cost in a particular account, indicate a zero amount. If unknown, indicate as "unknown". Minimum project size is \$1,500.

Project Phase	Total Project Cost	SRTS Funds	Additional Funds (please explain below & identify source)*
Promotion/Advertising	\$200.00	\$ 200.00	\$
Printing (flyers, letters, etc.)	\$ 1200.00	\$1200.00	\$
Equipment	\$3500.00	\$3500.00	\$
Educational Materials/Supplies	\$300.00	\$300.00	\$
Evaluation Materials	\$200.00	\$	\$200.00
Enforcement Activities	\$ 500.00	\$	\$500.00
Training	unknown	\$	\$
Contract Service (please explain below)**	unknown	\$	\$
Other (please explain below)***	unknown	. \$	\$
Total Cost	\$ 5900.00	\$5200.00	\$700.00

*Note: No local funds are required for an SRTS award. However, given the limited funding available in this program, additional local funding is encouraged.

Budget Narrative:

* Promotion/Advertising:

Costs associated with this category will be for prizes and a party awarded to classrooms participating in the walking program initiated through Health Enhancement classes at Shelby Elementary.

*Printing:

The City of Shelby will design, print and mail an educational newsletter to all Shelby households informing them of the Safe Routes to School Program. Safety topics, maps and other pertinent information to better inform the community on safety issues as well as health concerns will be included.

*Equipment:

The SRTS Task Force would like to purchase additional pedometers for Shelby Elementary Health Enhancement students to track distances and incorporate it into an educational program to encourage physical activity, nutrition and safety concerns. The Task Force would also like to purchase bike helmets/bike(s) as prizes and giveaways for Walk n' Wheel Wednesdays and other activity programs implemented by the Task Force.

*Evaluation Materials:

The SRTS Task Force will seek to evaluate the success of the Safe Routes to School educational campaign through end-of-the-year follow-up surveys to students and families as well as teacher tally sheets. Evaluation will also be conducted through input from the various entities. Costs associated with the evaluation process will be for survey and tally sheet copies made and distributed within the community.

*Enforcement Activities:

Toole County Sheriff's Department will provide additional manpower to make presentations in the elementary school on walking and bicycling safety and enforcement activities as an in-kind share to the program.

*Training:

None at this time.

*Contract Services:

None at this time.

*Additional Funds and Funding Source Explanation:

Additional funds and in-kind share will be in the costs of educational materials and supplies provided by School District #14, the City of Shelby and the Operation Lifesaver Program.

The budget reflects anticipated programs and projects planned for School year 2008-2009 to create an educational, informative and motivating program to create public awareness of the Safe Routes to School program, encourage youth participation and provide safer paths for our children.

Section B Infrastructure Projects

Safe Routes to School Eligible Activities

Safe Routes to School (SRTS) Infrastructure funding can be used for new or improved pedestrian and bicycle routes, crosswalks, pathways, or trails on publicly owned property or easements within two miles of either an elementary or middle school (kindergarten through 8th grade) that improves safety for children walking or bicycling to school.

How the Community Transportation Enhancement Program (CTEP) Relates to SRTS: Montana's SRTS program is designed to encourage communities to prioritize their CTEP allocations for bicycle and pedestrian facilities close to schools. Ideally, both programs will supplement each other with the majority of funding for infrastructure coming from locally prioritized CTEP allocations, with SRTS funding the education, enforcement, and encouragement components of the program.

CTEP - What is it?

CTEP is a Montana program that funds transportation-related projects designed to strengthen the cultural, aesthetic, and environmental aspects of Montana's multimodal transportation system. CTEP allows for the implementation of a variety of non-traditional projects. For additional CTEP Program Information, call Mike Wherley at 406-444-4221.

CTEP Pedestrian and Bicycle Eligible Facilities

This category includes public pedestrian and bicycle routes, pathway, walkways, etc. It includes construction of new, or replacement of old sidewalks of publicly owned property or easements. Facilities may be used for bicycles and/or pedestrians. These facilities should be primarily for general transportation from one point to another and not for recreational purposes. Other eligible uses of this category include bicycle racks, benches for pedestrian or bicyclist use, and other bicyclist or pedestrian-related amenities.

This application can be used to apply for both SRTS and CTEP funds. Is this
application being submitted for <u>X</u> SRTS Funds or both?

Note: If this application is intended for both funding categories, it must meet the requirements of BOTH funding sources. If this project is not eligible for SRTS funding, but you would still like to apply for CTEP funding, please use the CTEP application that can be found at www.mdt.mt.gov/publications/forms/CTEP-forms. Projects requesting CTEP funding MUST be submitted through the local government CTEP Coordinator.

If this project does not receive SRTS funding, does the project	still have	adec	ıuate
CTEP and local matching funds to proceed with the project? _	Yes _	_X_	_ No

I. Project Scope

The City of Shelby has accessed available CTEP funding in the construction of bike paths along a section of Oilfield Avenue, a main route to the Shelby School complex. This project has been a blessing for the community of Shelby in providing a safe, paved pathway for children and adults on this very busy roadway. The City hopes to use SRTS funding this year to complete a second phase of work along Prairie Street leading to the schools. One section of Prairie Street has a very steep incline in which no sidewalks are located. Funding would be used to build a retaining wall and construct a sidewalk with railing along this dangerous stretch of City Street leading to the school complex. The City would also like to purchase and install median crosswalks signs along Oilfield Avenue at the intersections leading to the school complex. Median signs have been very effective throughout school districts across the country to slow traffic and bring heightened attention to the children crossing heavy traffic areas in route to school. Attached maps and budget information describe the estimated quantities of materials needed for this project. No utility relocation is anticipated.

II. Requirements

To be eligible for SRTS infrastructure projects, applicants must provide information regarding the following requirements. Application must include the following documentation:

1. Provide a budget and timeline for the project.

A budget and timeline is included in Attachment 1B.

2. All SRTS infrastructure improvements must take place within two miles of a primary or middle school(s) serving kindergarten through 8th grade. Please provide an assessment (Attachment 2B) demonstrating the need for the project and examples of infrastructure issues being addressed. Please include a map showing the location of the proposed infrastructure improvements in relation to the school.

A walkability assessment was conducted in 2006 with results included in Attachment 2B. All SRTS infrastructure improvements will take place within two miles of Shelby Elementary School. A map is included showing the location of the proposed infrastructure improvements in relation to the school.

3. A local government or school district must commit to long-term maintenance of the facility.

A letter of commitment from the local government is included as Attachment 3B.

4. A project must be constructed on publicly-owned property or easement and allow for public access at all times.

A general map and sketch plan is included as Attachment 4B. A letter from the City of Shelby as the local authority verifying the property is on publiclyowned property is included as Attachment 5B.

5. Submit information on the specific school(s) targeted by the project. Include the geographic area from which the school derives students and its enrollment.

The City of Shelby has a population of 3,326*. School District #14 operates two schools within the city limits of Shelby; Shelby Jr/Sr High School with a student population of 274 and Shelby Elementary School with a student population of 260. The vast majority of students live within the corporate city limits. Approximately 40 students are bused to Shelby Schools from rural Toole County. The furthest route travels approximately 32 miles to pickup children enrolled in the Shelby school system. A map of the geographic area from the school derives students is included in Attachment 4B. (*U.S. Census Bureau-2000)

6. Please provide a list of partners on your SRTS project team. (Attachment 6B) The project must identify a project manager. Provide information about the roles assumed by the teachers, parents, students, health officials, law enforcement officers, and other local agencies or community groups. How will these people participate in this SRTS project?

A list of SRTS partner and Task Force members is included in Attachment 6B.

7. Describe the public involvement efforts for this project including specific efforts taken to reach disabled and disadvantaged individuals. Please provide evidence of the public participation process used. You must demonstrate the manner in which you made a "good-faith" effort to involve groups in the SRTS project process. Attach supporting documentation of good-faith efforts such as notices of meetings, letters to parents, informational poster, and personal contact with groups of individuals, etc. Identify what special steps you are taking to specifically reach disadvantaged population groups. (Attachment 7B)

Included in Attachment 7B is minutes from the Safe Routes to School Task Force meetings, School District #14 Trustee presentation, School District #14 newsletter, City of Shelby newsletter, media information and event media releases. By accessing the different media outlets, we believe we are reaching all population groups including those disadvantaged.

8. ADA compliance – Is the project in compliance with the Americans with Disabilities Act (ADA) in that it accommodates those with disabilities and does not exclude them from its benefits? Please describe. (Attachment 8B) See ADA guideline at www.mdt.mt.gov/pubinvolve/saferoutes or call 1-877-935-7233 (SAFE).

The City of Shelby is committed to follow all ADA guidelines. Under Section 15.04.015 and 15.04.070 of the Shelby Municipal Code, the City follows building codes and accessibility rules to provide for all citizens. The proposed project is in compliance with the Americans with Disabilities Act (ADA) in providing curb cuts for the handicapped as well as sidewalks and concrete alley aprons where none are present. Please see the letter from city planner, Jim Yeagley included as Attachment 8B.

9. Describe how you plan to maintain the proposed infrastructure project. What is your long-term maintenance and operations plan? How do you plan to keep students and parents in the school(s) and community using the facility in the future? How will ongoing costs be accommodated in the future?

The proposed improvements will be maintained by the City of Shelby. These publicly owned properties will be included in the City of Shelby street maintenance budget for long-term maintenance and care as well as any ongoing costs. Through continual care, upkeep and the assistance of area homeowners - students, staff, parents and the community will be able to enjoy the safety and functionality of these proposed improvements for many years to come. The median signs will also be maintained by the City of Shelby with the assistance of the Montana Department of Transportation for care and replacement.

Through the continued education campaign, Task Force members as well as City and School officials believe students, parents and the community will use these walkways with increased frequency.

III. Project Information

1. Is the project identified in a community-developed school walkability assessment or local bicycle/pedestrian plan? Please explain.

The initial walkability assessment was completed utilizing participants from the 2006 International Walk to School event. Task Force members comprised of school administration and staff, a Toole County Public Safety officer, a city official, medical center representative and parent organization representative as well as national walking expert, Mark Fenton have further prioritized safety issues in creating a bicycle/pedestrian plan for the community of Shelby. Top priority within the assessment was the need for a pathway along Oilfield Avenue. Fortunately, the City of Shelby has addressed this issue with a CTEP project creating bike lanes. The assessments also brought to light the need for improvements to the walkways approaching the school complex. Several sections of the streets are missing sidewalks as well as handicapped radius and alley aprons. First phase improvements will be made on several main arteries leading to the school complex this spring. A second phase of funding will complete a very dangerous portion of Prairie Street leading to the schools.

Identified, was also the need for measures to slow traffic on Oilfield Avenue and the streets leading to the school complex. City officials, through the purchasing power of the Tri-City Interlocal have purchased a portable speed indicator sign. The sign is now operating along Prairie Avenue, the main pathway high school drivers are utilizing. The speed indicator will be re-located to various locations around the school complex to bring awareness to drivers of excessive speeds and work to reduce potential safety issues. The City is now hoping to purchase through SRTS funding, median crosswalks signs to slow traffic along Oilfield Avenue. Numerous children, including those utilizing the bike paths must cross this busy thoroughfare. Oilfield Avenue is part of the Montana highway system. The City believes, given the MDT requirements for this highway, median signs would be feasible, affordable and effective in slowing traffic for the sake of our children. It is the goal and mission in creating a bicycle/pedestrian plan to create safer routes for our children to reach school while at the same time encourage physical activity.

2. Is there other support for implementing the school walkability or local bicycle/pedestrian plan including in-kind contributions, a locally prioritized bicycle/pedestrian CTEP project, bicycle/pedestrian projects funded with other Federal-aid highway funds, locally funded components of overall bicycle/pedestrian plan, right-of-way or easement donations, etc?

Taking inspiration from an analysis and his Safe Routes to School workshop, the City of Shelby has initiated a Safe Routes to School Program in the community encouraging high school organizations, civic groups and citizens at-large to step forward in the effort to encourage our children to increase their physical activity by walking or biking to school and with that, making our paths to school safer. In-kind contributions for SRTS programs has come from the Shelby High School Key Club who donated their time and prizes to Shelby's International Walk to School Day again this year. The City of Shelby has also taken the initiative in committing City and CTEP funding for the Oilfield path bike paths. The City also purchased a portable speed indicator sign to bring awareness to drivers and encourage safe driving in the school zones.

To educate and encourage the community on safety and health issues, the City of Shelby also initiated the Shelby Safe Routes to School Task Force. Representatives from School District #14, City of Shelby, Toole County Public Safety Office, Marias Medical Center and the Home n' School organization have generously committed their time in the development of safety and physical activities which educate, encourage, enforce and evaluate programming for the benefit of the children of our community. SRTS funding has been committed to education materials, supplies, and equipment with the City, School District #14 and Toole County Public Safety Offices providing in-kind contributions of materials, resources and officer time toward the success of the School District #14 Safe Routes to School Program.

3. Does the project close a gap in a bicycle/pedestrian sidewalk or trail system that serves K-8 schools?

The 2007 project plans will further enhance improvements along the pathways approaching the school complex as well as provide a means to slow traffic along the busy thoroughfare, Oilfield Avenue. These projects will close a gap in the sidewalk and crosswalk system that serves Shelby Elementary School and the Shelby School complex.

4. How is the community committed to educate, encourage, and enforce safety for children walking or bicycling to school? What programs are in place? How does this project fit into that commitment? Note: You are encouraged to implement a behavior plan or program.

Presently, Shelby Elementary School does include a walking/biking safety section through Health Enhancement classes during the month of September and has now introduced a walking section for 4th grade students in the "million steps" program. Through the commitment of Task Force members, Walk n' Wheel Wednesdays have been initiated with Task Force members organizing and leading walking school buses for the safety of those children walking and biking to school on that day. Task Force members have also committed to a thorough program of education. Public service announcements were initiated prior to the beginning of school as well as safety information and parent survey included in the School District #14 newsletter. The City of Shelby followed up publishing a communitywide newsletter explaining the Safe Routes to School Program, walking and biking safety information, driver awareness, Walk n' Wheel Wednesdays and the International Walk to School Day. Most recently, "Operation Lifesaver", a train safety program was presented to elementary students as well as visits by the Toole County Public Safety Officers. The Safe Routes to School Task Force has met the challenge to assess the needs of the community, develop an educational campaign and take action in educating, encouraging, enforcing and evaluating a program for the benefit of the community. These projects, coordinated with the infrastructural improvements will cement a commitment of the community to engineer, educate and enforce safety for our children walking or bicycling to school.

5. How does this project enhance the local government's commitment to safe bicycle and pedestrian facilities serving K-8 schools?

The commitment of the City of Shelby and the community is evident in the response and partnerships formed to coordinate walking and biking events, elevate the Shelby Elementary Health Enhancement curriculum, garner the commitment of School District #14, Shelby Home & School, Toole County Public Safety Office and Marias Medical Center in formation of a safety task force and implement the critical infrastructure improvements vital to creating safe routes to schools. The City is diligently working to make infrastructure improvements beginning with the Oilfield Avenue bike paths. Sidewalk infrastructure improvements will further enhance the City's commitment in providing safe paths

along the arterial streets leading to the school complex. Median signage will also provide infrastructure to slow traffic on the busiest paths leading to schools.

It is the mission and goal of the City of Shelby and School District #14 Safe Routes to School Task Force to create programs that encourage children to safely walk or bicycle to school, but infrastructure improvements are essential to realize safer routes for our children. Rehabilitation and construction of sidewalks and signage in route to the Shelby schools will create the foundation for implementing and encouraging safety and health programs to achieve a healthier, safer community for our children now and for generations to come.

6. Does the project address a documented bicycle/pedestrian safety issue?

The safety issues have been documented through input from the walkability assessments conducted during the 2006 International Walk to School Day. Task Force members and in particular, the law enforcement representative, have also documented their observations and past incidents and offered input to address these issues. Shelby Public Safety Office reports that of the 398 city traffic offenses committed in the past year, 25 occurred within the school zones. In addition, the office had 17 traffic complaints directly related to school traffic and investigated 7 traffic accidents. These statistics verify the safety issues of concern and immediate needs of engineering, education and enforcement in creating safer routes to schools.

7. How many students are expected to use this facility on a daily basis during the school year?

It is estimated that approximately 25% to 35% (65 to 90) of the K-8 student population are expected to use these streets in route to and from school each day. Winter months will undoubtedly be lower, but these same roadways will be used much more frequently in spring, summer and fall months as they are the main roads not only leading to school, but also a sports complex where over 200 children participate in seasonal soccer, baseball and football programs.

8. Can the project be completed for less than \$50,000? Given the modest amount of funding available in this program, Safe Routes to School will not fund more than \$50,000 per project. Additional funding can be provided through local funding or the CTEP program.

A comprehensive project of this nature can not be completed for \$50,000. Given the funding available, the City of Shelby will access additional resources and City funds to complete this critical portion of Prairie Street as well as purchase and install median signage.

9. Describe the risks facing students who walk or bicycle to school in your area.

- a. Cite any other concerns using accident data, demographics, community and school surveys or audits, traffic volumes, and other environmental factors, as appropriate.
- b. Include a description of the affected student population (i.e. socioeconomic status, transportation options, urban/rural/suburban) and a brief history of the neighborhood traffic issues that might provide some context and background for the project.

Students walking and bicycling to school in Shelby face multiple safety risks. The school complex is located in the north-west corner of Shelby. Children walking or biking from south Shelby must cross the Burlington Northern Santa Fe rail lines directly or cross Coyote Overpass, a very narrow viaduct. These options are both dangerous in relation to train safety as well as the restricted walkways on the viaduct. On the north side of the tracks, children have access to the bike paths along Oilfield Avenue, but must use residential streets to approach the path. The majority of these arterial streets lack portions of sidewalks, concrete alley aprons and handicapped radius - all potential dangers to those walking and biking to school. Children must also navigate the very busy Oilfield Avenue to reach the main roads leading to the school complex. Prairie Street, in which the majority of funding would be directed, has a very steep incline on which no sidewalks are constructed. Many children who live in a housing complex and others must walk/bike in the street to get to school creating a potentially dangerous situation. At the same time this street is the main access for high school students driving to and from school, further risking accident to pedestrians. These children are the most likely to walk or bike to school because of the relatively short distance, but face risk in using Prairie Street to get there.

Community-wise, teacher tally sheets reveal the majority of students utilize a family vehicle to get to and from school. The local district bus system is also accessed bringing children from rural areas as well as the south side and northeast corner of Shelby. Survey comments indicated safety in route to school as a determining factor in choice of transportation. Distance was also an issue as well as the weight of backpacks, band instruments and other items kids bring to school daily.

IV. Additional Project Information

1. Please provide the following information for <u>each</u> school affected by the proposed improvement (use additional paper, if necessary):

The intended project will involve improvements to the existing walking/biking route to Shelby Elementary School and Shelby Jr/Sr High School on Prairie Street. Prairie Street lacks a large portion of sidewalk on a steep incline in which many children who live in a housing complex use daily to walk or bike to school. The incline creates visual impediments to drivers and pedestrians and is critical to improving and creating a safe route to school for those children.

Median signage will improve the existing walking/biking route to slow drivers on Oilfield Avenue, a critical path to the school complex.

۷.		t is targeting:
		Increasing connectivity
		Separating children from motor vehicles
	Y	Improving children's ability to cross streets
	Y	Improving pedestrian pathways
		Improving bicycle pathways
		Improving visibility of motorists and children (by restricting obstacles, improving sight-lines, etc.)
		Improving slow or safe driving by motorists
		Other (please describe)
3.	which	ight-of-way need to be acquired for this project? All properties on an SRTS-funded project will lie must be in public ownership or under term/permanent public easement.
4.	Descraward The p project not in impact consider threa archa	the appropriate answer: Yes X No ibe any potential social, economic, or environmental effects you are of (both positive and negative) which may result from this project. The original section is to prompt discussion about the impacts this et will have on your community. Your description in this proposal is stended to satisfy the related federal reporting requirements. Negative ets can be very expensive or nearly impossible to mitigate. You should der the impacts on such things as wetlands, parklands, wildlife, tened or endangered species, water quality, air quality, historical or ecological sites, hazardous waste sites, etc. Environmental mentation, typically in the form of an Environmental Checklist and a

The intended project will not have a negative impact to wetlands, parklands, wildlife, threatened or endangered species, water quality, air quality, historical or archaeological sites, or hazardous waste sites. It will have a positive impact in improving the infrastructure leading to the school complex. An Environmental Checklist in included within the application.

5. Is the Department of Transportation or local government developing another project in the vicinity? If so, have you coordinated with the appropriate agency for consideration and incorporation with their projects?

Incorporating your SRTS project with a planned highway project may have some advantages such as reduced design, material, and construction costs. A disadvantage might be that the planned highway project may not be ready for construction for several years. The decision on whether or not to include an SRTS project with a highway project will be at the sole discretion of the MDT Engineering Division.

Check the appropriate answer:	Yes	X	No
the appropriate answer.	103	/ L	110

6. Who do you plan to have conduct each of the following activities? Check the appropriate boxes.

	School District	Local Governmen t Personnel	Contractor	Consultant	Private Party (Donated)	Not Applicable
Preliminary Engineering				x		
Right-of-Way or Easement Acquisition						х
Utility Relocation		х				
Contract Letting		х				
Construction			X			
Construction Engineering				X		

V. Infrastructure Budget

The budget is intended to show that the cost of the project is covered. Show the total estimated projects costs. If there is no cost in a particular account, indicate a zero amount. If unknown, indicate as "unknown". Minimum project cost is \$10,000; maximum is \$50,000.*

Project Phase	Total Project Cost	SRTS Funds 100%	CTEP Federal Funds 86.58%	CTEP Local Match 13.42%*	Additional Funds (please identify source)**
Preliminary Engineering	\$4,000.00	\$	\$	\$	\$4,000.00 City Funds
Utility Relocation	\$0.00	\$	\$	\$	\$0.00
Right-of-Way	\$0.00	\$	\$	\$	\$0.00
Construction	\$45,479.00	\$45,479.00	\$	\$	\$
Construction Admin./Inspection	\$4,000.00	\$2,921.00	\$	\$	\$1,079.00 City Funds
10% Contingency	\$4,548.00	\$	\$	\$	\$4,548.00 City Funds
Other *** Median Signage	\$1,600.00	\$1,600.00	\$	\$	\$
Total Cost	\$59,627.00	\$50,000.00	\$	\$	\$9,627.00

**Additional Funding Sources and Amount

Additional Funding Source	Amount		
City of Shelby	\$9,627.00		
	\$		
	\$		

If additional funding is included in the project's overall costs, please provide a source document as assurance that total project costs have been secured/committed.

***"Other" Explanation

The City of Shelby has a professional services agreement with Kadrmus, Lee & Jackson. A cost estimate for 2008 Safe Routes to School project is included in this application.

The City will seek additional funding from other resources as well as access the City's general fund to complete this project.